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## STATION OFERATIONS DRAW CRITICISM

COLLEGIUM DEMANDS STATION OPERATION IMPROVEMENT -- Moscow, Gudok, 23 Feb 51

Recently the Collegium of the Ministry of Transportation considered the progress made by the Central Railroad Okrug in regard to the improvement of station operations and reducing car layovers in stations.

In 1950, the Central Railroad Okrug accelerated freight-car turnaround time 0.27 day in comparison with 1949 and 0.09 day in comparison with the norm, mainly by improving the work of marshalling stations. Layovers of through cars was reduced 0.7 hour in comparison with 1949 and 0.6 hour in comparison with the norm.

However, not one system of the ckrug met the plan for cs layovers in freight operations. There was little control over and little aid given to the more important stations. Little was done toward transferring the more important marshalling, freight, and junction stations to cost accounting. Many stations have not yet organized car inspection properly. Even distribution of loading throughout the day has not been achieved by all stations. New facilities are not being properly used. On the Moscow-Ryazan' System, the new centralized traffic control on one sector has not been put into operation, and two-way train radio communication is not fully utilized on the system. During 1950, the Central Railroad Okrug was the only okrug which did not meet the plan for track work, including repair of station tracks, although the necessary materials were available.

Minister of Transportation Beshchev stated at the meeting that it is incorrect for some administrators of stations, divisions, railroad systems, and even okrugs still to be judging the successes in the utilization of rolling stock by comparing the results with the prewar indexes. Beshchev also emphasized that the shortcomings in the organization of the station operations on the systems of the Central Railroad Okrug are also present in other okrugs.

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MINISTRY ATTACKS LAX PRACTICES -- Moscow, Sudok, 4 Mar 51

The Ministry of Transportation has specially warned the heads of the railroad ckrugs and systems about leaving trains without locomotives in intermediate stations. However, despite this warning, Fateyev, head of the Transbaykal Railroad System, while having free tracks at distributing stations, on 26 February permitted trains without locomotives to be left in intermediate stations. This indicates an irresponsible attitude on the part of the administrators of the Transbaykal System toward the handling of freight flow.

Knowing about the presence of the trains left without locomotives on the Transbaykal System, Korchachenko, head of the Far East Railroad Okrug, showed a personal lack of discipline. He did not report it to the ministry and did not take steps to move the stalled trains and punish the guilty parties.

Stating that the ministry cannot leave unpunished such as infringement of labor discipline on the part of the managers, Minister of Transportation Beshchev has issued severe reprimands to Fateyev and Korchachenko.

The heads of the railroad owness and systems have been warned that in future the ministry will take a severe attitude toward managers who permit lack of discipline in the execution of directives.

MARSHALLING YARDS CAN SPEED TURNAROUND TIME -- Moscow, Gudok, 21 Feb 51

In 1951, freight-car turnaround time must be reduced by 0.5 day, and the cost of carrying must be reduced considerably. The solution of this task depends primarily on the stations. More than 40 percent of a car's turnaround time is spent in marshalling stations and 30 percent in freight stations. A considerable part of this time is spent vaiting for processing. And one hour of car layover costs the state more than 2 rubles.

Of the total sum of operational expenditures for the maintenance of the traffic services, 80 percent goes to the stations. More than one fourth of these funds in turn go to marshalling operations. Thus car operations executed in stations are very expensive. Therefore, it is necessary to reduce the cost of processing cars while at the same time accelerating the processing.

Car-processing costs are still high in some mechanized gravity-type marshalling yards. For instance, expenditures for the maintenance of the hump installations in Vapol'ye statuon amount to 60 kopecks for each car sent off the hump, while in Likhaya station, where conditions are very much the same, the costs reach one ruthe 16 kopecks for each car.

LOADING MECHANIZATION TO EXPAND -- Mossow, Gudok, 11 Mar 51

A wide program is being carried out on the machanization of loading and unloading in stations and on sidings. This program provides for the full mechanization of loading and unloading of such mass freight as coal, metal, coke, ore, fluxes, sand, peat, timber, and construction materials within the next 2-3 years.

In 1950, 30.3 percent of all loading and unloading operations in stations was done with machinery. The volume of work executed was 23 percent above the 1949 figure.

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However, on the railroad network as a whole only 88.3 percent of the plan for mechanized handling of freight was fulfilled in 1950. The number of machines increased considerably, but the volume of work executed by them in some places even decreased in comparison with 1949. Although some stations have machines, the work is done by hand.

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